

1 BILL NO. R-88-10-16

2 RESOLUTION NO. R- 70-88

3 A RESOLUTION of the Common Council of
4 the City of Fort Wayne, Indiana,
5 approving the Frontage Road Amendment
6 to the Fort Wayne Comprehensive Plan.

7 WHEREAS, on May 11, 1982, the Common Council of the
8 City of Fort Wayne adopted a Comprehensive Plan for the City
9 of Fort Wayne that promotes the orderly physical and economic
10 development in the Fort Wayne Community, and provides for the
11 promotion of public health, safety, morals, convenience, order
12 and welfare in the process of development in accordance with
13 the statutes of the State of Indiana; and

14 WHEREAS, on September 26th, 1988, the Fort Wayne City
15 Plan Commission approved an Amendment to that Comprehensive
16 Plan; and

17 WHEREAS, the required notice of public hearing by the
18 Plan Commission has been published as required by law; and,

19 WHEREAS, the City Plan Commission in accordance with
20 the Planning acts of the State of Indiana did hold a public
21 hearing on the Amendment to the Comprehensive Plan; and

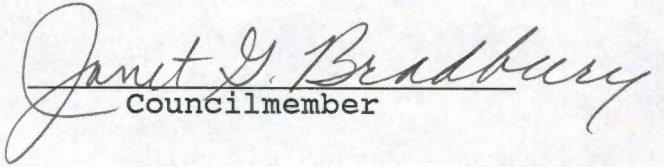
22 WHEREAS, it is in the best interests of the City of
23 Fort Wayne that such amendment be adopted;

24 NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF
25 THE CITY OF FORT WAYNE, INDIANA:


26 SECTION 1. That the Frontage Road Amendment to the
27 Comprehensive Plan of the City of Fort Wayne, dated September
28 26, 1988, is hereby incorporated by reference and is approved
29 as certified by the Fort Wayne City Plan Commission. Two
30 copies of the Frontage Road Amendment are on file in the
31 office of the Clerk and are available for public inspection.
32

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SECTION 2. That this Resolution shall be in full force
and effect from and after its passage.


Councilmember

APPROVED AS TO FORM
AND LEGALITY


J. Timothy McCaulay, City Attorney

Read the first time in full and on motion by Bradbury, seconded by Lauren, and duly adopted, read the second time by title and referred to the Committee on Regulations (and the City Plan Commission for recommendation) and Public Hearing to be held after due legal notice, at the Council Conference Room 128, City-County Building, Fort Wayne, Indiana, on _____, the _____, day of _____, 19____, at _____ o'clock _____ M., E.S.T.

DATED: 10-11-88

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Bradbury, seconded by Redd, and duly adopted, placed on its passage. PASSED ~~Lost~~ by the following vote:

	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAINED</u>	<u>ABSENT</u>
<u>TOTAL VOTES</u>	<u>9</u>	_____	_____	_____
<u>BRADBURY</u>	<u>✓</u>	_____	_____	_____
<u>BURNS</u>	<u>✓</u>	_____	_____	_____
<u>GIAQUINTA</u>	<u>✓</u>	_____	_____	_____
<u>HENRY</u>	<u>✓</u>	_____	_____	_____
<u>LONG</u>	<u>✓</u>	_____	_____	_____
<u>REDD</u>	<u>✓</u>	_____	_____	_____
<u>SCHMIDT</u>	<u>✓</u>	_____	_____	_____
<u>STIER</u>	<u>✓</u>	_____	_____	_____
<u>TALARICO</u>	<u>✓</u>	_____	_____	_____

DATED: 10-25-88

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) (APPROPRIATION) (GENERAL)

(SPECIAL) (ZONING MAP) ORDINANCE RESOLUTION NO. R-70-88

on the 25th day of October, 1988,

Sandra E. Kennedy ATTEST
SANDRA E. KENNEDY, CITY CLERK

SEAL
Thomas P. Henry
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 26th day of October, 1988, at the hour of 11:00 o'clock PM M., E.S.T.

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 2nd day of November, 1988, at the hour of 4:30 o'clock P M., E.S.T.

PAUL HELMKE
PAUL HELMKE, MAYOR

Admn. Appr. _____

DIGEST SHEET

TITLE OF ORDINANCE RESOLUTION

07-88-10-16

DEPARTMENT REQUESTING ORDINANCE COMMUNITY DEVELOPMENT & PLANNING

SYNOPSIS OF ORDINANCE RESOLUTION APPROVING THE FRONTAGE ROAD

AMENDMENT TO THE FORT WAYNE COMPREHENSIVE PLAN

EFFECT OF PASSAGE Approves Resolution adding the Frontage Road Amendment
to the Fort Wayne Comprehensive Plan.

EFFECT OF NON-PASSAGE Returns Amendment to Planning Commission

MONEY INVOLVED (DIRECT COSTS, EXPENDITURES, SAVINGS) _____

ASSIGNED TO COMMITTEE (PRESIDENT) _____

BILL NO. R-88-10-16

REPORT OF THE COMMITTEE ON REGULATIONS

WE, YOUR COMMITTEE ON REGULATIONS TO WHOM WAS
REFERRED AN (~~ORDINANCE~~) (RESOLUTION) of the Common
Council of the City of Fort Wayne, Indiana, approving
the Frontage Road Amendment to the Fort Wayne Comprehensive
Plan

HAVE HAD SAID (~~ORDINANCE~~) RESOLUTION (~~RESOLUTION~~) UNDER CONSIDERATION
AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID
(~~ORDINANCE~~) (RESOLUTION) Do Pass

YES

NO

Janet G. Bradbury JANET G. BRADBURY
Mark E. GiaQuinta CHAIRPERSON
Charles B. Redd MARK E. GIAQUINTA
David C. Long VICE CHAIRMAN
Paul M. Burns CHARLES B. REDD
DAVID C. LONG
PAUL M. BURNS

CONCURRED IN 10-25-88

Sandra E. Kennedy
Sandra E. Kennedy
City Clerk



THE CITY OF FORT WAYNE

CITY-COUNTY BUILDING • ONE MAIN STREET • FORT WAYNE, INDIANA 46802

10 October 1988

COMMUNICATIONS FROM THE CITY PLAN COMMISSION

The Common Council of the
City of Fort Wayne
City-County Building
One Main Street
Fort Wayne, IN 46802

Gentlemen and Mrs. Bradbury:

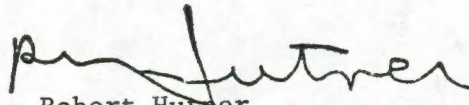
Attached hereto is the Frontage Road Amendment to the Fort Wayne Comprehensive Plan which was approved by the City Plan Commission on September 26, 1988 per I.C. 36-7-4-508. The proposed amendment is designated as:

Resolution No. R-88-10-16

Respectfully submitted,

CITY PLAN COMMISSION

Certified and signed this
10th day of October 1988.


Robert Huthner
Secretary

September 19, 1988

FRONTAGE ROAD AMENDMENT
TO THE
FORT WAYNE COMPREHENSIVE PLAN

The following paragraph (k) will be added to the General Land Use Policies subsection (page 49) of Section 3 of the Fort Wayne Comprehensive Plan:

- (k) The construction of a frontage road should be required along certain streets and roads in the City of Fort Wayne, Indiana, in connection with the development of adjacent real estate.

The following paragraph (l) will be added to the General Land Use Policies subsection (page 80) of Section 4 of the Fort Wayne Comprehensive Plan:

- (l) The construction of a frontage road should be required along certain streets and roads in the City of Fort Wayne, Indiana, in connection with the development of adjacent real estate.

FACT SHEET

R-88-10-16

BILL NUMBER

**Division of Community
Development & Planning****BRIEF TITLE**

Frontage Road Amendment to

The Comprehensive Plan

APPROVAL DEADLINE**REASON****DETAILS****Specific Location and/or Address**

N/A

Reason for Project

Concerns with the process of development, in terms of the affect on the public health, safety, and general welfare, mandates that the planning staff constantly evaluate the current plan against actual growth, and take steps to provide for efficient changes and implementation as needed.

Discussion (Including relationship to other Council actions)19 September 1988 - Public Hearing

(See Attached Minutes of Meeting)

26 September 1988 - Business Meeting

Motion was made and seconded to recommend DO PASS on the proposed Frontage Road Amendment to the Comprehensive Plan.

Of the eight (8) members present, seven (7) voted in favor of the motion, one (1) did not vote. Motion carried.

POSITIONS**RECOMMENDATIONS****Sponsor**

City Plan Commission

Area Affected

City Wide

Other Areas

**Applicants/
Proponents**

Applicant(s)

City Department

Other

Opponents

Groups or Individuals

Basis of Opposition

**Staff
Recommendation**☒ For ☐ Against

Reason Against

**Board or
Commission
Recommendation**

By

☒ For ☐ Against☐ No Action Taken☐ For with revisions to conditions
(See Details column for conditions)**CITY COUNCIL
ACTIONS
(For Council
use only)**☐ Pass☐ Other☐ Pass (as
amended)☐ Hold☐ Council Sub.☐ Do not pass

DETAILS

POLICY/ PROGRAM IMPACT

Policy or
Program
Change

☐ No

☐ Yes

Operational
Impact
Assessment

(This space for further discussion)

Project Start

Date August 1988

Projected Completion or Occupancy

Date 10 October 1988

Fact Sheet Prepared by

Date 3 October 1988

Patricia Biancaniello

Reviewed by

Date

Oct. 12, 1988

Reference or Case Number

1. Frontage Road Amendment to the Comprehensive Plan

Greg Purcell, Director of Community Development & Planning appeared before the Commission. Mr. Purcell stated that there are two elements that is being proposed. One is an amendment to the Comprehensive Plan for frontage roads, and that is a joint effort between the city and the county, and what they were proposing is just the amendment to the frontage road plan. He stated that they would be coming back to the Commission within the next several months to provide the Commission with an opportunity to recommend to City Council a specific ordinance which would identify those arterials within the community where we would require the frontage road and to specify that in both graphic and narrative form. He stated this would be a subset of this Comprehensive Plan amendment. He stated the Plan amendment basically in terms of language just says that frontage roads are a good idea. He stated he felt that they had all concluded that, and what they are presenting is simply a formalization of that in making an amendment to the Comprehensive Plan.

Gary Baeten, Senior Planner, with CD&P presented a slide presentation that had been prepared by Walt Stout, Superintendent of Traffic Engineer. "Effective Transportation is it imperative that our major highway corridors remain free from obstacles limiting their ability to handle large volumes of traffic in an effective manner. Traffic access and traffic congestion has long been the number one priority for traffic safety officials throughout the country and especially in our community. Our everyday lives are totally geared around transportation, it seems that we are unable to exist without wheels. Ever since the invention of the first automobile we have experience traffic problems to some degree. Traffic congestion and delay definitely effects driver's attitudes. The construction of new roadways with all of the latest safety features helps to reduce driver's decisions. A good plan will allow for safe and efficient movement of traffic from point A to point B. Roadside interference from development contributes to a roadway becoming obsolete. It deters growth of the community and interferes with many facets of urban life. Organized planning including a sound transportation system is one of the solutions of the problems that we are experiencing today. The frontage road concept is nothing new. The Indiana Department of Highways a long time ago identified a certain area adjacent to West Coliseum Blvd., as a frontage road. The sign which presently appears on the north side of Coliseum Blvd., across from Rider Truck Rental on the approach for the Goshen Road intersection has section of roadway that has been set aside for a frontage road. The concept behind the frontage road is to limit access location and control design. The authorities responsible for the design of our roadway system intend to provide access at a specific location so as to satisfy the dual interests of both the roadway user and also the developer. It also allows for several businesses to be serviced with one access point. It reduces the number of roadway interferences or conflicts. Having a continuous access road

allows for safer movement of traffic and does not interfere with the main stream or flow of traffic on the adjacent outlying roadway. It also provides for access to off street parking that will not interfere with the free movement of traffic internally. The frontage can also serve industry as well as commercial business. Several years ago in 1980 we realized the importance of the frontage road concept along the Illinois Road Corridor between Jefferson Blvd., and I 69. At that time they adopted a plan for the frontage road access locations using existing street intersections as main points of access. Other location were established with the spacing of about 800 to 1000 feet apart. The most recent frontage road development adjacent to Illinois Road is that serving O'Daniel Oldsmobile, also a mini-warehouse and bank with a present frontage road ending at the east property line of Citizen's Bank. The frontage road will continue easterly when the next parcel of ground is developed. The Fort Wayne Eye Clinic has installed a temporary access that has been approved and will be removed at such time as the development takes place between the two frontage roads some of the access points will be eliminated. The Open Point Dodge will then construct their portion of the frontage road connecting the Fort Wayne Eye Clinic and continuing on across the front of their property ending at the east property line. The main exit at that location will be across from the existing Ansley Drive. Access from an internal street such as that at Lawrence Drive will allow for access to be developed off of that portion of Lawrence Drive. The access design will accommodate both commercial as well as industrial use for both automobile and truck traffic. When plans are submitted they will include the portion of frontage road to be constructed by the developer and designed according to city and county requirements. At that time arrangements will be made for the developer to maintain that portion of the frontage road access across his property. As we review these plans are purpose is to eliminate red tape and reduce delay. The developer will know ahead of time what the areas or roadways will be set aside and designated for frontage road requirements. Good planning will help prevent the obsolescence of our roadway system. It will also satisfy the demands of both the roadway user and the developer. The design of the frontage road system will provide adequate drainage, landscaping and will have the necessary auxiliary lanes off the main roadway as determined by the authorities. In summary, the purpose of the frontage road system is to stop traffic conflicts and congestion. It offers an opportunity to move traffic more efficiently. Congestion and delay effects drivers attitudes in such a manner that they become an accident going somewhere to happen. This we are committed to change."

Jim Federhoff, attorney, stated that initially the Comprehensive Plan amendment is a rather general policy statement to require frontage roads as will be defined in some more detail in the future. He stated he would like to review with the Commission where they are and where they have been and some of the details of the frontage road program that the Commission will probably be

considering for recommendation to Council in the future. He stated that the Technical Transportation Committee, T.T.C. of UTAB has been engaged for many months in investigating the possibility of implementing a frontage road program here in Fort Wayne and also in Allen County. He stated that he felt they all agreed that the need is there and government should consider requiring frontage roads to reduce the traffic congestion and improve traffic safety. He stated that UTAB had adopted a recommendation which was presented to the County and the County has adopted a Comprehensive Plan amendment to implement this frontage road program, and it is now being presented to the City. He stated that their goals in the frontage road program is to try and have a consistent program to be utilized by both the City and County in development so that frontage roads can be required, where the government feels it is necessary and as those frontage roads are constructed in the County that they are constructed in a fashion consistent with the specifications both in the city and county, so that when the city annexes those frontage roads will be in a condition and constructed in a fashion that will be acceptable. He stated they are trying to do this in a homogenous fashion. He stated that there are three primary questions in a frontage road program that the city will be facing: The initial question is where will the frontage roads be constructed. Another question is who constructs the frontage roads. And also who maintains the frontage roads. He stated that the first step in implementing the frontage road program is to identify where they are going to be constructed. He stated that the staff is in the process of doing that and we will be getting more information in the future. He stated that they then feel that the next step is to amend the Comprehensive Plans both in the county, where that has occurred already, and the city to require frontage roads where government feels it is appropriate for them to be located. He stated that we have a form of a document that has been developed for frontage road plan in particular geographic areas. He stated that they would like all frontage roads on these particular roads. He stated that what the Plan Commission would end up doing, if the Committee's recommendation is followed, is to adopt the frontage road plan for a defined geographical area along a particular street there will be parcels that abut it and the planned document will define where the frontage roads will be located, where permanent accesses will be required and who is to construct and maintain. He stated that there isn't one plan for the entire city, there will be separate plans for different geographical areas. He stated that they feel that is necessary because a case by case basis is the only way they feel that it can practically be enforced. He stated that when you have a particular street in front of you and you know you have certain parcels of real estate you try and fit those pieces together and you quickly recognize that you cannot have one plan for the entire city. He stated you have to sit down and work at individual geographical areas. He stated that another important feature to the frontage road program is how you can require property owners to construct frontage roads. He stated that in the County they have zoning classifications that require

development plan approval. He stated that in strip commercial development the way the city zoning ordinance is currently set up there are very few instances where the Plan Commission can require development plan approval before issuing construction permits. He stated that he was of the understanding that there is a staff study being done that would propose some amendments to the city zoning ordinance to require development plan approval on specific districts. He stated that the key is to have some leverage even when development plan approval is not needed when the Commission is presented with a rezoning request it may be a good opportunity for the Commission to consider requiring a proposed developer to agree to the frontage road program. Mr. Federoff stated that there has been a great deal of discussion of who should be responsible for the maintenance of the frontage road, government or the property. He stated that the Comprehensive Plan adopted by the County requires the property owners to maintain the frontage roads. He stated that ideally and from a practical perspective it would be best if government would maintain, but that would require money. He stated that it is truly an economic consideration. He stated that maintenance is a very important part of the program. He stated that if government makes a decision not to maintain the frontage roads then there has to be some maintenance obligation the property owner have to maintain. He stated that it has been suggested that government maintain at least the first 50 feet of a permanent access coming off of the right-of-way. He stated the planned documents which have been drafted require a property owner to perform as required by the plan and if that property owner fails to perform then either other property owners in the affected area that are participating in the frontage road plan or government would have the ability to enforce breaches. He stated that they have also included a provision in the plan for recovery of attorney fees.

There was no one else present who wished to speak in favor of or in opposition to the proposed Frontage Road amendment to the Comprehensive Plan.

MEMO

TO: The Plan Commission

From: Greg Purcell, Director of C.D. & P.

The purpose of the Comprehensive Plan is to articulate policy direction for more specific actions which affect the physical and economic development of the Fort Wayne community. It is a "policy-oriented" plan that addresses all land use related problems whether they are in older areas, or developing fringe areas.

Concerns with the process of development, in terms of the affect on public health, safety, and general welfare, mandates that the planning staff constantly evaluate the current plan against actual growth, and take steps to provide for efficient changes and implementation as needed.

We are currently presenting a concept that has been around for many years, and that represents the culmination of approximately two years of work on the part of the Feasibility Subcommittee of NIRCC. Some years ago, the Allen County Plan Commission developed the Illinois Road Access Plan. That plan was had been used as a guideline for the development of more recent implementations such as the Leo Road, Washington Center Road, and the Fort Wayne Plan Commissions' own policy on frontage roads.

With the development of these plans, and an evaluation of recent growth and growth projections, we came to realize that a Comprehensive Frontage Road Plan needed to be developed. Approximately two years ago the Plan Commission envisioned the value of this proposal and saw fit to implement it as a policy, with an amendment to the Comprehensive Plan to be made when sufficient study had been completed. With the completion of that study we are now prepared to recommend an amendment to the Comprehensive Plan as shown in Attachment I, for consideration by the Plan Commission.

After the adoption of the amendment to the Comprehensive Plan we will propose an ordinance for review by the Plan Commission which will designate those arterials where a frontage road will be required. Those arterials to be included in the ordinance will be shown during our presentation to you during the public hearing.